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5. [redacted] I spent considerable time in travelling by rail through Lower and Upper Silesia. While I am not a railway engineer I can recall the following which I observed: 50X1
- a. The Breslau-Schweidnitz-/Swidnica-/Reichenbach/Dzierzoniow-/Frankenstein /Zabkowice/ line is one of the most important in Silesia. As I recall it was standard gauge and double tracked for the entire distance. In 1948 the road bed appeared to be in fair condition, however, between these points, much repair was underway, ties were being replaced and ballast added. Its importance in 1948 lay in the fact that the USSR used it a great deal for hauling to and from Eastern Germany.
- b. Breslau /Wroclaw-/Brzeg-Oppeln/Opola-/Katowice as I can recall the railroad between these points was in very good condition.
- c. As you will note, the key point for railroads leading into Eastern Poland is the major junction, Breslau. In 1948 Breslau was one of the chief manufacturers of locomotives and freight cars for all of Poland. [redacted] it is now, October 1953, the largest manufacturer of locomotives and freight cars in Poland.

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LIBRARY SUBJECT & AREA CODES

50X1

50X1

716.3 55M
742.14 55M
744.21 55M
744.5 55M
755.211 55M

50X1

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